

on Friday morning the 21st of November 1856, he calmly drew his last breath, in the fifty-seventh year of his age.

Mr. Rendel was a man of great energy, clear perception, and correct judgment. He was systematic in his habits, accurate in his observations, ever anxious to discharge his duties to the best of his ability,—generous in disposition, and possessing a warm appreciation for whatever was beautiful, or excellent, in Nature. With an admirable presence, he combined tact and statesmanlike qualities, which very greatly contributed to his success as a man of business. His practical knowledge was well directed, and he knew how to make good use of the scientific acquirements and skill of all whose services he engaged. His evidence before Committees of the Houses of Parliament, was clear and convincing,—seldom failing in carrying his point,—and his reports on engineering works are so well conceived and drawn up, that it may be hoped they will be collected and published for the benefit of the profession. He was very frequently called upon by the Government to report on large works, the most implicit confidence being reposed in his truthfulness, the correctness of his views, and the fearless expression of his opinions. With these qualities, which were fully appreciated, it need scarcely be mentioned, that he rose rapidly to a very high position in the world, as in his profession. He became a Fellow of the Royal Society, and was elected upon the Council; he was a very early Member of the Institution of Civil Engineers, having joined it in 1824, and had been for the last sixteen years upon the Council, holding the post of President during the years 1852 and 1853.

He was as amiable and kind in private life as he was energetic and firm in public, and his decease cast a gloom over the whole of the profession, of which he was a brilliant ornament.

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MR. THOMAS HENRY STATHAM was born at Liverpool, about the year 1810. His father had been for many years Town-Clerk of that extensive borough, and when he resigned that situation, in consequence of the passing of the Bill for the Reform of Municipal Corporations, his retirement was greatly regretted, and created much discussion among the politicians of that town. Young Statham was articled to the late Mr. F. Giles, and during his pupilage, he was intrusted with some extensive marine and other surveys, as well as with the superintendence of the execution of some Dock and Canal works. His first intention was to practise on his own account, and he commenced business in Liverpool, but he was induced to relinquish this, in 1834, when he received the appointment of Resident Engineer on the district

between Basford and Stafford, of the Liverpool and Birmingham Railway, or, as it was then called, the Grand Junction Railway. Here he evinced considerable knowledge of his business, in carrying heavy embankments successfully over large culverts, or arches ; and under Mr. Locke, M.P., V.P., he remained on that line until its completion. In the course of the construction of these works, Mr. Statham met with an accident on the Madeley Incline, from incautiously jumping off a locomotive engine when descending the incline at full speed, one of the wheels passing over his foot and rendering him a cripple for life. The Grand Junction Line was completed, in July, 1837, and whilst still suffering from the effects of this accident, Mr. Statham, through the recommendation of Mr. Locke, received the appointment, in 1838, of Resident Engineer of the Southern, or Brighton extremity of the London and Brighton Railway, which also included a branch to Shoreham. The works on this portion of the line were very heavy, and he carried them out with such ability, that after the completion of this line, in 1841, he was appointed Managing Engineer both of the works and of the rolling stock, including the locomotives of the whole of the line. This post he held until June 1845, and conducted it with great satisfaction to the Directors, but on a change of management, he sent in his resignation.

In the years 1847 and 1848, he was engaged in surveying and setting out lines of railway in the West Indies, upon which he wrote some able reports, accompanied by estimates, &c. During the last few years of his life, Mr. Statham was intrusted by Mr. Hawksley, M. Inst. C.E. with the superintendence of the construction of a portion of the New Liverpool Water-works.

Mr. Statham was a man of good natural abilities, and great energy of character ; he was an excellent surveyor, with much experience in the practical parts of the profession, taking considerable pride in the excellent finish of the works under his charge. He had an agreeable manner, and was much respected by the mechanics and others employed under him. He was elected a Member of the Institution in 1845, but could only seldom attend the meetings. His death occurred on the 15th of October 1856, in the forty-sixth year of his age.

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Mr. FRANCIS WHISHAW, third son of the late Mr. John Whishaw, solicitor, was born on the 13th of July, 1804. He received a sound education, and having displayed, whilst at school, peculiar aptitude for the mathematical and mechanical sciences, it was determined that he should adopt the profession of an Engineer. He was accordingly articled to Mr. James Walker, M. Inst. C.E.